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IV

RAILROAD STATISTICS

These statistics, not generally accessible, are offered for two purposes:

(1) To afford a basis for an understanding of the task confronting the Director General.

(2) To enable the reader to picture for himself something of the change in the railroad situation which has taken place during the war period. (Wherever possible official figures are given for the fiscal years 1914-15-16; analysis of operating income covers the period 1891-1917 inclusive.)

For a clear understanding of the tables, terms frequently appearing should be defined. As designated by the Interstate Commerce Commission, Class I roads are those having annual operating revenues above \$1,000,000; Class II roads are those having annual operating revenues from \$100,000 to \$1,000,000; and Class III roads are those having annual operating revenues below \$100,000. Each reporting carrier is assigned to that district in which the major part of its operations lies or with which it seems most closely allied in character, and no arbitrary subdivisions or apportionments are made of the returns of any carrier. The three districts may be defined substantially as follows: The Eastern District comprises that portion of the United States bounded on the west by the northern and western shore of Lake Michigan to Chicago, thence by a line to Peoria, thence to East St. Louis, thence down the Mississippi River to the mouth of the Ohio River, and on the south by the Ohio River from its mouth to Parkersburg, W. Va.; thence by a line to the southwestern corner of Maryland; thence by the Potomac River to its mouth. The Southern District comprises that portion of the United States bounded on the north by the Eastern District and on the west by the Mississippi River. The remainder of the United States, exclusive of Alaska and of island possessions, is included in the Western District.¹

The statistical bibliography appended will make available further sources of information necessary for a complete picture of the railroads of the United States.

¹ Statistics of Railways in the United States 1914, Interstate Commerce Commission, p. 10.

TABLE 1. NUMBER OF RAILROADS IN THE UNITED STATES IN 1914 CLASSIFIED
ACCORDING TO ORGANIZATION FOR OPERATION*

Class	Number
Operating roads:	
Independent.....	818
Subsidiary	
Fixed rent.....	6
Contingent rent.....	1
Other relation.....	287
No information.....	....
Private.....	185
Total operating roads.....	<u>1,297</u>
Non-operating roads:	
Subsidiary	
Fixed rent.....	323
Contingent rent.....	107
Other relation.....	273
No information.....	....
Private.....	21
"Line owned" not in operation	
Independent.....	64
Subsidiary.....	4
Private.....	16
Total non-operating roads.....	<u>808</u>
Total number of roads.....	<u>2,105</u>

* Latest official figures available. Statistics of Railways in the U. S. 1914, I. C. C., p. 15. Does not include roads classified as switching and terminal.

TABLE 2. MILES OF RAILWAY TRACKS ON JUNE 30, 1914, COVERED BY REPORTS OF OPERATIONS*

Class of roads and territory covered	Single (or first) track	Second track	Third track	Fourth track, etc.	Yard track and sidings	Total mileage operated (all tracks)
Class I roads:	<i>Miles</i>	<i>Miles</i>	<i>Miles</i>	<i>Miles</i>	<i>Miles</i>	<i>Miles</i>
Eastern District.....	¹ 58,066.64	² 16,161.10	2,414.82	1,770.04	³ 38,461.37	⁴ 117,473.97
Southern District.....	42,055.36	3,142.99	43.70	157.08	14,846.61	60,245.74
Western District.....	⁵ 126,277.20	⁶ 8,074.95	231.94	143.71	⁷ 40,086.19	⁸ 174,813.99
Total.....	⁹ 226,999.20	¹⁰ 27,379.04	2,690.46	2,070.83	¹¹ 93,394.17	¹² 352,533.70
Class II roads:						
Eastern District.....	4,421.58	202.19	5.57	.62	1,333.41	5,963.37
Southern District.....	4,711.12	3.02	.....	.....	648.10	5,362.24
Western District.....	11,265.69	19.87	.....	.....	1,957.58	13,243.14
Total.....	20,398.39	225.08	5.57	.62	3,939.09	24,568.75
Class III roads:						
Eastern District.....	1,852.81	.48	.....	.....	264.56	2,117.85
Southern District.....	2,903.91	3.40	.....	.....	234.31	3,141.62
Western District.....	4,392.79	.66	.....	.....	452.94	4,846.39
Total.....	9,149.51	4.54	.....	.....	951.81	10,105.86
All operating roads:						
Eastern District.....	¹ 64,941.03	² 6,363.77	2,420.39	1,770.66	³ 40,059.34	⁴ 125,555.19
Southern District.....	49,670.39	3,149.41	43.70	157.08	15,729.02	68,749.60
Western District.....	⁵ 141,935.68	⁶ 8,095.48	231.94	143.71	⁷ 42,496.71	⁸ 192,903.52
United States, 1914 ...	⁹ 256,547.10	¹⁰ 27,608.66	2,696.03	2,071.45	¹¹ 98,285.07	¹² 387,208.31

* Does not include mileage of switching and terminal companies

¹ Includes 1,209.10 miles lying in Canada.

² Includes 480.24 miles lying in Canada.

³ Includes 495.45 miles lying in Canada.

⁴ Includes 2,184.79 miles lying in Canada.

⁵ Includes 731.53 miles lying in Canada and 51.67 miles lying in Mexico.

⁶ Includes 7.12 miles lying in Canada.

⁷ Includes 106.89 miles lying in Canada and 11.22 miles lying in Mexico.

⁸ Includes 845.54 miles lying in Canada and 62.89 miles lying in Mexico.

⁹ Includes 1,940.63 miles lying in Canada, and 51.67 miles lying in Mexico.

¹⁰ Includes 487.36 miles lying in Canada.

¹¹ Includes 602.34 miles lying in Canada and 11.22 miles lying in Mexico.

¹² Includes 3,030.33 miles lying in Canada and 62.89 miles lying in Mexico.

Twenty-seventh Annual Report on the Statistics of Railways in the United States for the year ended June 30, 1914, p. 13.

TABLE 2, (continued) MILES OF RAILWAY TRACKS ON JUNE 30, 1915, COVERED BY REPORTS OF OPERATIONS*

Class of carriers and territory covered	Road	Second main track	Third main track	All other main tracks	Yard track and sidings	Total all tracks
Class I carriers:	<i>Miles</i>	<i>Miles</i>	<i>Miles</i>	<i>Miles</i>	<i>Miles</i>	<i>Miles</i>
Eastern District.	¹ 58,911.63	16,442.92	2,405.17	1,769.55	38,966.54	¹ 118,495.81
Southern District.	42,186.41	3,446.68	42.76	244.81	15,103.58	61,024.24
Western District.	² 127,890.99	8,554.68	261.42	267.86	41,024.66	² 177,999.61
Total.	³ 228,989.03	28,444.28	2,709.35	2,282.22	95,094.78	³ 357,519.66
Class II carriers:						
Eastern District.	⁴ 4,420.01	170.72	4.95		1,296.24	⁴ 5,891.92
Southern District.	4,843.59	4.34			714.63	5,562.56
Western District.	10,361.93	20.54		20.84	1,890.37	12,293.68
Total.	⁴ 19,625.53	195.60	4.95	20.84	3,901.24	⁴ 23,748.16
Class III carriers:						
Eastern District.	1,778.06	.73			274.27	2,053.06
Southern District.	2,864.33	3.40			208.54	3,076.27
Western District.	4,312.37	.66			431.33	4,744.36
Total.	8,954.76	4.79			914.14	9,873.69
Classes I, II, and III carriers:						
Eastern District.	⁵ 65,109.70	16,614.37	2,410.12	1,769.55	40,537.05	⁵ 126,440.79
Southern District.	49,894.33	3,454.42	42.76	244.81	16,026.75	69,663.07
Western District.	² 142,565.29	8,575.88	261.42	288.70	43,346.36	² 195,037.65
United States, 1915 ...	⁶ 257,569.32	28,644.67	2,714.30	2,303.06	99,910.16	⁶ 391,141.51
United States, 1914 ...	⁷ 256,547.10	⁸ 27,608.66	2,696.03	2,071.45	⁹ 98,285.07	¹⁰ 387,208.31
United States, 1913 ...	¹¹ 253,470.20	¹² 26,273.79	2,588.68	1,964.06	¹³ 95,211.41	¹⁴ 379,508.14
United States, 1912 ...	¹⁵ 249,852.06	24,951.65	2,511.76	1,903.32	92,019.13	371,237.92
United States, 1911 ...	¹⁶ 246,238.02	23,451.26	2,414.16	1,747.10	88,973.95	362,824.49
United States, 1910 ...	¹⁷ 240,830.75	21,658.74	2,206.39	1,488.78	85,581.93	351,766.59
United States, 1909 ...	¹⁸ 235,402.09	20,949.41	2,169.55	1,453.56	82,376.63	342,351.24
United States, 1908 ...	¹⁹ 230,494.02	20,209.05	2,081.16	1,408.99	79,452.64	333,645.86

* Does not include mileage of switching and terminal companies (1,937.49 miles, main track, and 3,415.61 miles, yard track and sidings, etc.).

¹ Includes 1,155.44 miles in Canada.

² Includes 756.89 miles in Canada and 51.67 miles in Mexico.

³ Includes 1,912.33 miles in Canada, and 51.67 miles in Mexico.

⁴ Includes 54.92 miles in Canada.

⁵ Includes 1,210.36 miles in Canada.

⁶ Includes 1,967.25 miles in Canada, and 51.67 miles in Mexico.

⁷ Includes 1,940.63 miles in Canada, and 51.67 miles in Mexico.

⁸ Includes 487.36 miles in Canada.

⁹ Includes 602.34 miles in Canada, and 11.22 miles in Mexico.

¹⁰ Includes 3,030.33 miles in Canada, and 62.89 miles in Mexico.

¹¹ Includes 1,946.04 miles in Canada.

¹² Includes 470.74 miles in Canada.

¹³ Includes 519.03 miles in Canada.

¹⁴ Includes 2,935.81 miles in Canada.

¹⁵ Includes 1,870.85 miles in Canada.

¹⁶ Includes 1,761.58 miles in Canada.

¹⁷ Includes 1,384.36 miles in Canada.

¹⁸ Includes 1,343.45 miles in Canada.

¹⁹ Includes 1,290.68 miles in Canada.

TABLE 2, (*continued*) MILEAGE, 1916⁴

On June 30, 1916, the roads covered by this abstract represented 259,210.86 miles of line operated, including 11,856.42 miles used under trackage rights. The aggregate mileage of railway tracks of all kinds covered by operating returns for these roads was 394,944.26 miles, classified as follows:

Item	Class I roads	Class II roads	Class III roads	Total
Miles of road	231,263.98	18,913.68	9,033.20	259,210.86
Miles of second main track	28,732.50	195.84	6.87	28,935.21
Miles of third main track	2,725.58	5.04	.....	2,730.62
Miles of fourth main track	1,960.00	.....	.....	1,960.00
Miles of all other main tracks	238.34	.....	.....	238.34
Miles of yard track and sidings	97,198.95	3,716.75	953.53	101,869.23
Total, all tracks	362,119.35	22,831.31	9,993.60	394,944.26

⁴ Sources—Figures for 1914, Statistics of Railways in the United States, 1914, by the Interstate Commerce Commission, Statement No. 4, p. 13; for 1915, text of the twenty-eighth annual report on the Statistics of Railways in the United States for year ended June 30, 1915, statement No. 4, page 13; for 1916, Abstract of Statistics of Steam Railways in the United States for the year ended June 30, 1916 p. 2.

The figures above given for total mileage (all tracks), as compared with the corresponding statement for the preceding year, show an increase of 3,802.75 miles. Of this increase 1,641.54 miles were in single or first track, and 1,959.07 miles in yard track and sidings.

TABLE 3. RAILROAD GROUPS AND SYSTEMS

I. VANDERBILT INTERESTS		VI. HARRIMAN INTERESTS	
	Mileage		Mileage
Boston & Albany.....	304	Oregon Short Line.....	2,120
New York Central.....	5,208	Oregon-Washington R. R. & Nav. Co.	2,067
Lake Shore & Michigan Southern.....		Union Pacific System (remainder)...	3,615
Michigan Central.....	1,800	Southern Pacific System.....	10,397
New York, Chicago & St. Louis ¹	567	Illinois Central System.....	6,423
Lake Erie & Western.....	906	Central of Georgia.....	1,924
Big Four.....	2,361	Baltimore & Ohio System ²	4,600
Pittsburgh & Lake Erie.....	224	Delaware & Hudson Systems ³	930
Chicago, Indiana & Southern.....	359	San Pedro, Los Angeles & Salt Lake ⁴	1,415
Toledo & Ohio, Central.....	446	Cincinnati, Hamilton & Dayton ^{2,4} ...	1,015
Other affiliated eastern lines.....	677	Chicago & Alton ²	1,050
Western Maryland.....	661	Total.....	35,556
Chicago & Northwestern ²	10,162		
Total.....	23,675		
II. PENNSYLVANIA RAILROAD INTERESTS		VII. HILL INTERESTS	
Pennsylvania System.....	11,821	Northern Pacific.....	7,749
Norfolk & Western.....	2,013	Great Northern.....	7,870
Total.....	13,834	Chicago, Burlington & Quincy Sys- tem.....	12,434
		Colorado & Southern.....	
		Total.....	28,053
III. MORGAN INTERESTS		VIII. FORMERLY CONTROLLED BY ERB-YOA- KUM INTERESTS	
Erie Railroad.....	2,543	Minneapolis & St. Louis.....	1,646
Pere Marquette ⁴	2,321	Toledo, St. Louis & Western ⁴	451
Southern Railway System.....	8,648	Frisco System ⁴	6,391
Cincinnati, New Orleans & Texas Pacific.....	337	Chesapeake & Ohio.....	2,545
Mobile & Ohio.....	1,122	Missouri, Kansas & Texas System ⁴ ..	3,536
Atlantic Coast Line System.....	6,060	Hocking Valley.....	352
Louisville & Nashville.....	6,880	New Orleans, Mobile & Chicago ⁴	403
Chicago Great Western.....	1,496	Total.....	15,324
Total.....	29,407		
IV. FORMERLY CONTROLLED BY GOULD INTERESTS		IX. NEW HAVEN INTERESTS	
Wabash System ⁴	2,515	New York, New Haven & Hartford..	2,046
Wheeling & Lake Erie ⁴	512	Boston & Maine ^{4,5}	2,302
Missouri Pacific ⁴	7,294	New York, Ontario & Western.....	568
St. Louis Iron Mountain & Southern }		Maine Central.....	1,209
St. Louis Southwestern ⁴	1,818	Central New England.....	304
Texas & Pacific.....	1,991	Rutland ³	468
International & Great Northern ⁴	1,160	Other lines.....	208
Denver & Rio Grande.....	4,071	Total.....	7,105
Western Pacific ⁴			
Total.....	19,361	X. ATCHISON, TOPEKA & SANTA FE SYSTEM.....	11,546
V. FORMERLY CONTROLLED BY MOORE INTERESTS		XI. CHICAGO, MILWAUKEE & ST. PAUL SYSTEM.....	10,442
Rock Island System ⁴	8,330	XII. SEABOARD AIR LINE SYSTEM..	3,262
Delaware, Lackawanna & Western ² ..	1,000	XIII. PHILADELPHIA & READING SYSTEM.....	2,427
Lehigh Valley ³	1,444	Grand total of above groups and systems.....	210,766
Total.....	10,774		

¹ Sold to independent syndicate in 1916.² Jointly with other interests.³ Receivership, Dec. 26, 1911; sold July 21, 1915.⁴ In hands of receiver.⁵ Stock held by federal trustees pending reorganization.

Of the 253,788.64 miles of road in the United States in 1915, 210,766 miles were classified into 13 groups according to ownership. In some of the systems tabulated, financial control is not unified, the affiliation amounting to little more than the existence of harmonious mutual relations. (Table compiled by Dr. G. G. Huebner, Asst. Professor of Transportation and Commerce, Univ. of Pennsylvania; *American Year Book 1916*, page 541.)

Class III Carriers

Year	Eastern District			Southern District			Western District			Total		
	Total number all classes of employees	Per 100 miles of line	Total Compensation all classes of employees	Total number all classes of employees	Per 100 miles of line	Total compensation all classes of employees	Total number all classes of employees	Per 100 miles of line	Total compensation all classes of employees	Total number all classes of employees	Per 100 miles of line	Total compensation all classes of employees
1914	3,336	207	\$2,006,482	4,880	168	\$2,253,911	6,097	139	\$3,434,427	14,813	162	\$7,694,820
1915 ^a												
1916												
Switching and Terminal Companies												
All Operating Roads												
Year	All Districts			Grand Totals								
	Total number all classes of employees	Total compensation all classes of employees		Total number all classes of employees	Per 100 miles of line	Total compensation all classes of employees	Total number all classes of employees	Per 100 miles of line	Total compensation all classes of employees	Total number all classes of employees	Per 100 miles of line	Total compensation all classes of employees
1914				1,710,296 ^b	667	\$1,381,117,292 ^c						
1915	36,039	\$30,062,987										
1916				1,654,075 ^d		\$1,403,968,437 ^e						

* Figures for 1914 taken from Statistics of Railways, 1914, I. C. C., p. 26, statement 21; for 1915 taken from the Twenty-eighth annual report of the statistics of Railways in the United States for the year ended June 30, 1915, I. C. C., p. 25, statement 13; for 1916 taken from Abstract of Steam Railways in the United States for the year ended June 30, 1916, p. 3.

^a Does not include returns for switching and terminal companies.

^b Figures for Class III carriers not given, nor returns for about 20 of the larger carriers which did not report any data for employees. The figures for employees are thus not fully comparable with similar items for prior years.

^c Class I, Class II, and Class III roads, operating 258,669.75 miles of line, reported 1,654,075 as the average number of employees in their service during the year ended June 30, 1916. The total amount of compensation reported as paid to railway employees during the year by roads of the same classes, operating 258,783.77 miles of line, was \$1,403,968,437. In 1915 the Interstate Commerce Commission for the first time prescribed rules to govern the railway companies in the classification of steam-railway employees and their compensation for the annual reports required to be made by such companies to the Commission. These rules became formally effective on July 1, 1915, and divide employees with respect to occupation into 68 classes. Provision was made, however, in the forms for annual reports from carriers of Classes I and II, for the year ended June 30, 1915, for returns of employees assigned among these 68 classes, but as some of the larger carriers did not supply such returns, and as Class III carriers were not similarly requested to follow this classification, the figures here given for 1916 are not comparable with figures published relating to the year 1915. In reports for years prior to 1915, railway employees were assigned among 18 classes, which were not defined in any rules issued by the Commission. (Abstract of Statistics of Steam Railways in the United States for the Year ended June 30, 1916, p. 3.)

^d Figure for roads operating 258,783.77 miles of line.

^e Figure for roads operating 258,783.77 miles of line.

TABLE 5. SUMMARY OF EQUIPMENT IN SERVICE ON JUNE 30, 1915*

Figures for equipment for the year 1914 are not given in detail because the classification changed in 1915 and was made more complete. Figures for 1916 are also incomplete as compared with 1915 but they are the only ones available.

Class of carriers and territory covered	Locomotives		Cars					Floating equipment				
	Steam	Other	Total in service	Freight train cars	Passenger train cars	Company service cars	Total in service	Contributed to fast freight lines	Steam-boats and tug boats	Barges, car floats and canal boats	Other floating equip-ment	Total in service
Class I carriers:												
Eastern District.....	28,165	228	28,393	1,106,464	26,081	32,515	1,165,060	20,552	327	1,627	75	2,029
Southern District.....	9,984	10	9,994	392,871	6,853	13,849	413,573	.....	23	100	16	139
Western District.....	23,734	5	23,739	787,457	19,756	46,860	854,073	362	93	110	32	235
Total.....	61,883	243	62,126	2,286,792	52,690	93,224	2,432,706	20,914	443	1,837	123	2,403
Class II carriers:												
Eastern District.....	640	6	646	26,387	799	557	27,743	.....	13	3	1	17
Southern District.....	464	.....	464	10,456	524	597	11,577	.....	1	.....	1	2
Western District.....	958	11	969	23,297	763	1,002	25,062	.....	.....	.....	.....	.....
Total.....	2,062	17	2,079	60,140	2,086	2,156	64,382	.....	14	3	2	19
Class III carriers:												
Eastern District.....	192	.....	192	1,596	252	117	1,965	.....	1	.....	.....	1
Southern District.....	300	3	303	3,124	318	149	3,591	.....	1	.....	.....	1
Western District.....	398	1	399	4,686	359	288	5,333	.....	6	6	5	17
Total.....	890	4	894	9,406	929	554	10,889	.....	8	6	5	19

Sinking and Terminal Companies:											
Eastern District.....	811	8	819	11,446	60	2,027	13,533	.....	4	17	3
Southern District.....	99	.....	99	953	11	89	1,053	.....	1	.....	5
Western District.....	484	1	485	1,795	34	702	2,531	.....	8	12	3
Total.....	1,394	9	1,403	14,194	105	2,818	17,117	.....	13	29	11
All Operating Companies:											
Eastern District.....	29,808	242	30,050	1,145,893	27,192	35,216	1,208,301	20,552	345	1,647	79
Southern District.....	10,847	13	10,860	407,404	7,706	14,684	429,794	.....	26	100	22
Western District.....	25,574	18	25,592	817,235	20,912	48,852	886,999	362	107	128	40
Total.....	66,229	273	66,502	2,370,532	55,810	98,752	2,525,094	20,914	478	1,875	141
United States, 1912.....	Not classified similarly		62,262	2,215,549	51,490	115,635	2,382,674	27,876	.....	.....	.....
United States, 1911.....			61,327	2,195,511	49,818	114,006	2,359,335	28,338	.....	.....	.....
United States, 1910.....			58,947	2,135,121	47,065	108,115	2,290,331	29,209	.....	.....	.....
United States, 1909.....			57,212	2,073,606	45,584	99,090	2,218,280	29,856	.....	.....	.....
United States, 1908.....			56,733	2,089,302	45,117	96,762	2,231,181	30,976	.....	.....	.....

* This statement includes Class I, Class II, Class III and Switching and Terminal Companies, as of June 30, 1915. Total figures for the entire United States are given for years 1908 to 1912 inclusive but do not include equipment in the service of switching and terminal companies. Figures for floating equipment are not given by I. C. C. for years prior to 1915. Table taken from the Text of the Twenty-eighth annual report on the Statistics of Railways in the United States for the year ended June 30, 1915, p. 15, statement No. 7. The total figures for the entire United States for the years 1908 to 1912 inclusive are taken from Statistics of Railways 1914, I. C. C., p. 16, statement No. 9. For 1916 the figures are from the Abstract of Statistics of Steam Railways in the United States for the year ended June 30, 1916, p. 3.

TABLE 5, (continued) EQUIPMENT, 1916^a

It appears from the annual reports submitted to the Commission by the roads covered by this abstract that there were 63,862 locomotives in their service on June 30, 1916, as shown by the following statement:

Kind of locomotive	Class I roads	Class II roads	Class III roads	Total
Steam.....	60,790	1,928	960	63,578
Other.....	267	14	3	284
Total.....	61,057	1,942	863	63,862

The total number of cars of all classes in service was 2,478,159, assigned as follows: Passenger service, 54,664; freight service, 2,326,987; company service, 96,508. These figures do not include so-called private cars of commercial firms or corporations.

Of the cars in freight service, exclusive of caboose cars, 2,298,263 were classified as follows:

Item	Class I roads		Class II roads	
	Number	Aggregate capacity	Number	Aggregate capacity
Box cars.....	1,014,219	<i>Tons</i> 36,582,648	9,015	<i>Tons</i> 276,252
Flat cars.....	120,393	4,505,486	12,783	386,396
Stock cars.....	82,123	2,652,574	1,294	36,752
Coal cars.....	875,316	41,244,672	22,904	998,558
Tank cars.....	9,462	380,092	249	7,136
Refrigerator cars.....	51,610	1,669,462	130	3,355
Other freight-train cars.....	83,189	3,731,160	6,826	232,703
Total.....	2,236,312	90,766,094	53,201	1,941,172

Item	Class III roads		Total	
	Number	Aggregate capacity	Number	Aggregate capacity
Box cars.....	1,184	<i>Tons</i> 28,205	1,024,418	<i>Tons</i> 36,887,105
Flat cars.....	3,543	99,495	136,719	4,991,377
Stock cars.....	70	1,307	83,487	2,690,633
Coal cars.....	1,418	56,057	899,638	42,299,287
Tank cars.....	117	3,928	9,828	391,176
Refrigerator cars.....	6	150	51,746	1,672,967
Other freight-train cars.....	2,412	49,127	92,427	4,012,990
Total.....	8,750	238,269	2,298,263	92,945,535

^a Abstract of Statistics of Steam Railways in the United States for the year ended June 30, 1916, p. 3.

TABLE 6. PUBLIC SERVICE OF RAILROADS*

Item	Year ended June 30		
	1914 ¹	1915 ¹	1916 ²
Number of passengers carried.....	1,053,138,718	976,303,602	1,005,683,174
Number of passengers carried 1 mile....	35,258,497,509	32,384,247,563	34,213,596,127
Number of passenger carried 1 mile per mile of road.....	144,278	131,165	137,818
Number of tons of freight carried including freight received from connections.....	1,976,138,155	1,802,018,177	2,225,943,388
Ton mileage or number of tons carried 1 mile.....	288,319,890,210	276,830,302,723	343,099,937,805
Freight density, or number of tons carried 1 mile per mile of road.....	1,176,923	1,121,059	1,380,349
Average receipts per passenger per mile, cents.....	1.982	1.985	2.006
Average receipts per ton per mile, cents..	0.733	0.732	0.716

* These figures cover returns for class I and II roads.

¹ Figures for 1914-15 from Abstract of Statistics of Steam Railways in the United States for the year ended June 30, 1915, p. 6.

² Abstract of Statistics of Steam Railways in the United States for the year ended June 30, 1916, p. 6.

TABLE 7. ANALYSIS OF OPERATING INCOME OF RAILWAYS IN THE UNITED STATES, JULY 1, 1890, TO JUNE 30, 1917, INCLUSIVE, AND COMPARISON OF SUCH INCOME PER MILE OF ROAD, ETC., WITH BOOK COST PER MILE OF ROAD, ETC.*

Year ended June 30	Results of operation										Average book cost of road and equip-ment per mile of road	Ratio of column (j) to column (m)	Average freight revenue per ton-mile		
	Operating revenues	Operating expenses	Operating ratio	Taxes	Income from operation	Number of miles operated (including trackage rights)	Ratio of mileage operated under trackage rights to mileage with trackage rights	Average income per mile operated, adjusted to eliminate effect due to duplication on account of trackage	Book cost of road and equipment	Number of miles of road represented					
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)
1891.....	\$1,096,761,305	\$731,887,893	66.73	\$33,280,095	\$331,593,407	161,275.17	2.43	\$2,056	\$2,106	\$8,738,533,165	143,516.64	\$59,675	3.77	0.895	2.142
1892.....	1,171,407,343	780,997,996	66.67	34,053,495	356,355,852	162,397.30	2.49	2,194	2,249	8,564,394,830	143,516.64	55,424	3.88	.898	2.126
1893.....	1,220,751,874	827,921,299	67.82	36,514,689	356,315,886	169,779.84	2.49	2,099	2,151	8,937,545,760	161,258.07	55,424	3.88	.878	2.111
1894.....	1,073,361,797	731,414,322	68.14	38,125,274	303,822,201	175,690.96	2.44	1,729	1,771	9,073,470,532	164,008.71	55,323	3.20	.860	1.986
1895.....	1,075,371,462	725,720,415	67.49	39,832,433	309,818,614	177,746.25	2.47	1,743	1,786	9,203,490,619	167,741.38	54,867	3.26	.839	2.040
Total.....	5,637,653,871	3,797,941,925	67.37	181,805,986	1,657,905,960	846,889.52	2.46	1,958	2,006	\$35,778,901,741	636,524.80	56,210	3.57	.....	.....
1896.....	1,150,169,376	772,989,044	67.21	39,970,791	337,209,541	181,982.64	2.66	1,853	1,902	9,500,327,733	173,860.12	54,044	3.48	.806	2.019
1897.....	1,122,089,773	752,524,764	67.06	43,137,844	326,427,165	183,284.25	2.75	1,781	1,830	9,709,329,228	174,673.22	55,586	3.29	.798	2.022
1898.....	1,247,335,621	817,973,276	65.88	43,828,224	385,524,121	184,648.26	2.99	2,088	2,150	9,760,581,424	170,060.03	57,395	3.75	.753	1.973
1899.....	1,313,610,118	856,968,999	65.24	46,337,632	410,303,487	187,534.68	2.92	2,188	2,252	9,961,840,805	177,638.59	56,079	4.02	.724	1.978
1900.....	1,437,044,814	961,428,511	64.65	48,332,273	477,284,030	192,556.03	3.04	2,479	2,554	10,263,313,400	181,437.01	56,567	4.52	.729	2.003
Total.....	6,320,239,702	4,161,884,594	65.85	221,606,764	1,936,748,344	930,005.86	2.87	2,083	2,143	49,195,392,590	877,668.97	56,052	3.82	.....	.....
1901.....	1,588,526,037	1,030,397,270	64.86	50,944,372	507,184,395	195,561.92	2.95	2,593	2,670	10,405,095,085	182,734.04	56,941	4.69	.750	2.013
1902.....	1,726,380,267	1,116,248,747	64.66	54,465,437	555,066,083	200,154.56	2.76	2,776	2,853	10,658,321,376	187,442.35	56,862	5.02	.757	1.986
1903.....	1,900,846,907	1,257,538,852	66.16	57,849,569	585,458,486	205,313.54	2.96	2,852	2,936	10,973,504,903	193,823.01	56,616	5.19	.763	2.006
1904.....	1,975,174,091	1,338,896,253	67.79	61,696,354	574,581,484	212,243.20	3.23	2,707	2,794	11,511,537,131	198,841.19	57,893	4.83	.780	2.006
1905.....	2,082,482,406	1,390,602,152	66.78	63,474,679	628,405,575	216,973.61	3.61	2,896	3,001	11,951,948,949	203,228.07	58,808	5.10	.766	1.962
Total.....	9,273,409,708	6,133,683,274	66.14	288,430,411	2,851,296,023	1,030,246.83	3.11	2,768	2,854	55,499,807,444	966,068.66	57,449	4.97	.....	.....

* The following table (from the Thirty-first Annual Report of the Interstate Commerce Commission, Dec. 1, 1917, pp. 36 and 37) gives a statistical review of railway operations since 1891. Notwithstanding the unreliability of book values as a statement of investment, especially in the earlier years, and the changes in accounting requirements which affect the comparability of statistics, such a statement has value in showing the general trend of railway development in the United States.

1906	2,325,765,167	1,536,877,271	66.08	74,785,615	714,102,281	222,340.30	3.67	3,212	3,330	12,420,287,938	208,310.51	59,624	5.58	748	2.003
1907	2,580,105,578	1,745,515,814	67.53	80,312,375	760,277,389	227,454.83	3.80	3,343	3,470	13,030,344,328	210,792.59	61,816	5.61	759	2.014
1908*	2,440,638,832	1,710,401,791	70.08	84,555,146	645,681,895	227,257.02	3.90	2,841	2,952	13,213,766,540	213,888.36	61,779	4.78	754	1.937
1909*	2,473,205,301	1,650,034,204	66.72	90,529,014	732,642,083	232,981.11	4.16	3,145	3,276	13,609,183,515	221,679.45	61,391	5.34	763	1.928
1910*	2,812,141,575	1,881,879,118	66.92	103,795,701	826,466,756	236,986.51	4.49	3,487	3,644	14,387,816,099	226,114.66	63,631	5.73	753	1.938
Total	12,640,856,453	8,827,708,198	67.46	433,977,851	3,670,170,404	1,147,019.77	4.01	3,208	3,337	66,661,398,420	1,080,785.57	61,679	5.41		
1911*	2,852,854,721	1,976,331,864	69.28	108,309,512	768,213,345	243,433.61	4.68	3,156	3,304	15,195,262,635	223,843.29	67,883	4.87	757	1.974
1912*	2,906,015,869	2,035,057,529	70.02	120,091,534	751,266,806	246,828.74	4.78	3,044	3,190	15,874,579,626	229,902.66	69,049	4.62	744	1.987
1913*	3,193,117,834	2,235,922,626	70.02	127,331,960	829,863,248	242,657.12	4.79	3,420	3,584	16,351,639,266	233,456.23	70,042	5.12	729	2.008
1914*	3,111,396,422	2,266,176,768	72.83	140,531,575	704,685,079	245,624.55	4.79	2,869	3,006	16,936,697,840	235,985.60	71,770	4.19	733	1.982
1915*	2,956,193,202	2,083,682,956	70.65	139,298,167	728,212,079	256,213.61	4.58	2,842	2,972	17,247,101,881	237,272.11	72,689	4.09	732	1.985
Total	15,019,978,048	10,602,174,743	70.59	635,562,748	3,782,240,557	1,284,757.63	4.72	3,063	3,208	81,605,281,248	1,160,459.89	70,321	4.56		
1916*	3,472,641,941	2,277,202,278	65.58	151,599,841	1,043,839,822	257,544.41	4.79	4,053	4,247	17,525,576,908	239,392.31	73,209	5.80	716	192,006
1917*	3,824,419,739	2,381,838,511	67.51	172,037,276	1,069,750,514	230,906.31	10 4.72	4,632	10 4,851			1074,500	106.50		

¹ Mileage returns for balance sheet figures not stated in the annual statistical report of the Commission.

² Does not include figures for 1891, as no mileage is stated for that year.

³ Returns do not include data for switching and terminal companies.

⁴ The averages shown for 1908 to 1912 are not fully comparable with those for previous years, chiefly for the reason that the figures upon which they are based do not include returns for switching and terminal companies.

⁵ Represent returns for Class I and Class II roads and their nonoperating subsidiaries.

⁶ Returns for operations, columns (b) to (j), inclusive, are based on figures which exclude returns for so-called small roads and switching and terminal companies.

⁷ Data for Class I and Class II carriers.

⁸ Figures in columns (b) to (g), inclusive, and (i) are from monthly reports of revenues and expenses of Class I roads, excluding switching and terminal companies.

⁹ Figures taken from Text of the Twenty-eighth Annual Report on the Statistics of Railways in the United States for year ended June 30, 1915, p. 37, statement No. 22. These figures go back to 1903. Earlier figures obtained from Statistics of Railways for 1903 and 1897 each containing a similar table covering a period of years.

¹⁰ The averages shown for 1908 to 1912 are not fully comparable with those for previous years, chiefly for the reason that the figures upon which they are based do not include returns for switching and terminal companies.

Figures for 1916 for Class I and Class II roads only.

Note.—For detailed analysis of Revenues and Expenses, Income Account and Profit and Loss Account see: For 1914, Statistics of Railways in the United States, I. C. C., pp. 52-62 inclusive; for 1915, Text of the Twenty-eighth Annual Report on the Statistics of Railways in the United States, I. C. C., pp. 49-73 inclusive; for 1916, Abstract of Statistics of Steam Railways in the United States for the year ended June 30, 1916, pp. 7-10 inclusive.

TABLE 8. RAILWAY CAPITAL ACTUALLY OUTSTANDING ON JUNE 30, 1915.*

Class of companies and territory covered	Total railway capital outstanding		Stock		Funded debt						Equipment obligations
	Total	Common	Preferred	Total	Mortgage bonds	Collateral trust bonds	Income bonds	Miscellaneous obligations			
Classes I, II, and III carriers and their non-operating subsidiaries:											
Eastern District.....	7,535,972,577	2,966,095,807	420,580,314	4,148,696,456	2,783,146,157	417,221,803	48,229,497	686,613,058	213,485,941		
Southern District.....	2,859,908,518	942,991,966	209,023,025	1,707,892,927	1,356,232,218	177,736,062	53,238,043	42,561,519	78,125,085		
Western District.....	9,324,012,849	3,377,149,830	718,877,826	5,227,985,193	3,949,896,210	601,415,934	131,883,001	465,522,959	79,267,089		
Total.....	119,719,893,944	7,286,837,603	1,348,481,765	11,084,574,576	8,089,274,585	1,196,373,799	233,350,541	1,194,697,536	370,878,115		
Switching and terminal companies and their non-operating subsidiaries:											
Eastern District.....	202,063,045	53,973,952	1,198,000	146,891,093	142,013,667			1,846,639	3,030,787		
Southern District.....	46,883,781	9,718,500	988,000	36,177,281	36,177,281						
Western District.....	193,281,553	54,599,303	5,510,000	133,172,250	127,554,000	4,866,250		752,000			
Total.....	442,228,379	118,291,755	7,696,000	316,240,624	305,744,948	4,866,250		2,598,639	3,030,787		

RAILWAY CAPITAL NOMINALLY ISSUED OR NOMINALLY OUTSTANDING (HELD BY OR FOR COMPANY) ON JUNE 30, 1915*											
Class of companies and territory covered	Total railway capital held by or for companies reporting		Stock		Funded debt						Equipment obligations
	Total	Common	Preferred	Total	Mortgage bonds	Collateral trust bonds	Income bonds	Miscellaneous obligations			
Classes I, II, and III carriers and their non-operating subsidiaries:											
Eastern District.....	380,658,180	149,280,494	18,623,977	212,753,709	186,913,855	14,764,656	1,178,577	3,636,621	6,260,000		
Southern District.....	290,709,948	67,137,039	3,927,850	219,645,059	198,681,196	782,500	20,863	2,460,500	17,700,000		
Western District.....	736,097,006	96,682,665	23,923,328	616,091,013	572,313,112	18,001,800	12,809,875	3,815,393	9,150,833		
Total.....	1,408,065,134	313,100,198	46,475,155	1,048,489,781	957,908,163	33,548,956	14,009,315	9,912,514	33,110,833		
Switching and terminal companies and their non-operating subsidiaries:											
Eastern District.....	1,254,000	118,000		1,136,000	1,088,000			48,000			
Southern District.....	1,265,000			1,265,000	1,265,000						
Western District.....	20,216,075	7,879,575		12,336,500	12,336,500						
Total.....	22,735,075	7,997,575		14,737,500	14,689,500			48,000			

TABLE 8 (continued). AMOUNT AND PER CENT OF CAPITAL STOCK UPON WHICH DIVIDENDS WERE DECLARED, AND AMOUNT AND RATE PER CENT OF DIVIDENDS DECLARED, FOR THE YEARS ENDED JUNE 30, 1915 TO 1888

Year	Per cent of stock yielding dividends	Amount of stock yielding dividends	Amount of dividends	Average rate on dividend-yielding stock	Year	Per cent of stock yielding dividends	Amount of stock yielding dividends	Amount of dividends	Average rate on dividend-yielding stock	Average rate on all stock
1915:¹¹										
Class I carriers and their non-operating subsidiaries ..	63 40	\$5,149,819,412	\$225,862,138	Per cent 6 20	1906	66 54	\$4,526,958,760	\$272,795,974	Per cent 6 03	4 01
Class II carriers and their non-operating subsidiaries ..	15 94	63,701,400	4,087,681	6 43	1905	62 84	4,110,086,714	237,964,482	5 78	3 63
Class III carriers and their non-operating subsidiaries ..	5 60	6,325,750	518,119	8 19	1904	57 47	3,643,427,319	221,941,049	6 09	3 50
Total all classes ..					1903	56 06	3,450,737,869	196,728,176	5 70	3 20
1914 ¹¹	60 45	5,219,846,562	328,477,938	6 29	1902	55 40	3,337,644,681	185,391,655	5 55	3 08
1913 ¹¹	64 39	5,067,072,956	451,653,346	7 97	1901	51 27	2,977,575,179	156,735,784	5 26	2 70
1912 ¹¹	66 14	5,780,982,416	369,077,546	6 37	1900	45 66	2,668,969,895	139,597,972	5 23	2 39
1911 ¹¹	64 73	5,581,289,249	400,315,313	7 17	1899	40 61	2,239,502,545	111,009,822	4 96	2 01
1910 ¹¹	67 65	5,730,250,326	460,105,376	8 03	1898	33 74	1,818,113,082	96,152,889	5 29	1 78
1909 ¹¹	66 71	5,412,578,457	405,771,416	7 50	1897	29 90	1,603,549,978	87,110,599	5 43	1 62
1908 ¹¹	64 01	4,920,174,118	321,071,626	6 53	1896	29 83	1,559,024,075	87,603,371	5 62	1 68
1907 ¹¹	65 69	4,843,370,740	390,695,351	8 07	1895	26 57	1,485,618,453	85,287,543	5 74	1 72
	67 27	4,948,756,203	308,088,627	6 23	1894	39 40	1,825,705,437	97,614,745	5 40	1 97
					1893	38 76	1,909,000,846	100,929,885	5 58	2 16
					1892	40 36	1,796,390,636	91,117,913	5 35	2 11
					1891	36 24	1,598,131,933	87,071,613	5 07	2 05
					1890	38 33	1,029,750,927	82,110,198	5 46	1 97
					1889	38 56	1,490,267,149	80,238,065	5 04	1 93
					1888				5 38	2 08

* Twenty-eighth Annual Report on the Statistics of Railways in the United States for the year ended June 30, 1915, pp. 32, 33 and 36. Figures for 1914 not completely comparable with 1915 and for that reason are not given here.

¹ Includes \$598,345, receipts outstanding for installments paid, and \$500,035, receipts outstanding for funded debt.

² Includes \$398,345, receipts outstanding for installments paid.

³ Includes \$5,935,162, debenture stock.

⁴ Includes \$500,035, receipts outstanding for funded debt.

⁵ Includes \$1,750, receipts outstanding for funded debt.

⁶ Includes \$213,285, receipts outstanding for funded debt.

⁷ Includes \$220,000, receipts outstanding for funded debt.

⁸ Includes \$65,000, receipts outstanding for funded debt.

⁹ Includes \$41,000, receipts outstanding for installments paid.

¹⁰ Includes \$20,000, debenture stock.

¹¹ Does not include returns for switching and terminal companies.

TABLE 8 (continued). CAPITALIZATION OF RAILWAY PROPERTY, 1916*

On June 30, 1916, according to the annual reports submitted to the Commission by operating roads and by their non-operating subsidiary lines, the par value of the amount of railway capital was \$21,092,372,245. This amount includes capital securities held by the railway companies concerned, as well as by the public. Of the total amount there existed as stock, \$9,058,982,733, and as funded debt, \$12,033,389,512.

The statements following show, by classes and subclasses, further particulars regarding capital actually outstanding and capital nominally issued or nominally outstanding. As covered by these statements, "Actually issued" securities are those which have been sold for a valuable consideration to bona fide purchasers who hold them free from control by the issuing company. Securities actually issued and not reacquired by or for an issuing company are considered to be "actually outstanding." "Nominally issued" securities are those which have been signed and sealed and placed with the proper officers for sale and delivery or are pledged or otherwise placed in some special fund of the issuing company. "Nominally outstanding" securities are those reacquired by or for the issuing company and held alive.

RAILWAY CAPITAL ACTUALLY OUTSTANDING ON JUNE 30, 1916

Class of roads	Total railway capital	Stock			Funded debt						
		Total amount	Common	Preferred	Debenture	Total amount	Mortgage bonds	Collateral trust bonds	Income bonds	Miscellaneous obligations	Equipment obligations
Class I roads	\$16,101,172,989	\$6,918,712,319	\$5,672,039,822	\$1,230,948,947	\$15,723,550	\$9,182,460,670	\$6,779,054,056	\$931,984,389	\$234,995,524	\$903,385,423	\$333,041,278
Class II roads	655,174,740	375,699,284	345,401,322	30,296,550	1,412	279,475,456	258,903,320	588,285	8,325,338	5,094,722	6,563,791
Class III roads	153,753,362	97,289,799	91,876,892	5,412,907	.....	56,468,563	53,143,068	112,300	2,300,600	462,172	450,423
Non-operating roads	2,771,387,001	1,351,705,237	1,209,893,292	141,611,945	200,000	1,419,681,764	1,187,644,421	57,440,709	23,167,580	140,503,960	10,925,094
Total	19,681,493,092	8,743,406,639	7,319,211,328	1,408,270,349	15,924,962	10,938,086,453	8,278,744,865	990,125,683	268,789,042	1,049,446,277	350,980,886

RAILWAY CAPITAL NOMINALLY ISSUED OR NOMINALLY OUTSTANDING ON JUNE 30, 1916

Class of roads	Total railway capital	Stock				Funded debt					
		Total amount	Common	Preferred	Debenture	Total amount	Mortgage bonds	Collateral trust bonds	Income bonds	Miscellaneous obligations	Equipment obligations
Class I roads.....	\$1,301,170,117	\$264,143,290	\$234,129,240	\$29,994,050	\$20,000	\$1,037,026,827	\$919,040,966	\$71,365,363	\$13,814,115	\$8,919,550	\$23,886,833
Class II roads.....	60,039,344	32,402,050	32,206,550	195,500	.....	27,637,294	26,898,381	450,000	178,913	110,000	.....
Class III roads.....	7,737,383	2,062,020	2,063,020	24,000	.....	5,675,363	5,570,363	5,000	100,000	.....	.....
Non-operating roads.....	41,932,309	16,968,734	15,638,834	1,329,900	.....	24,963,575	24,291,575	184,000	395,500	92,500	.....
Total.....	1,410,879,153	315,576,094	284,012,644	31,543,450	20,000	1,095,303,059	975,801,285	72,004,363	14,488,528	9,122,050	23,886,883

• Abstract of Statistics of Steam Railways in the United States for the year ended June 30, 1916, pp. 4 and 5.

Of the total capital stock actually outstanding for the roads under consideration, \$3,581,434,810, or 40.96 per cent, paid no dividends. The amount of dividends declared during the year (by both operating and non-operating companies represented in this statement) was \$411,975,955, being equivalent to 7.98 per cent on dividend-paying stock. The average rate of dividends paid on all stocks actually outstanding, pertaining to the roads under consideration, was 4.71.

TABLE 9. SUMMARY OF THE WORLD'S RAILWAYS AND RATIO OF MILEAGE TO AREA AND POPULATION IN EACH COUNTRY, TOGETHER WITH STATE-OWNED MILEAGE IN 1913*

Countries	Mileage in 1913		Miles of line per 100 sq. miles	Inhabitants per mile of line
	State railways	Total railways		
I. EUROPE				
Germany	36,538	39,513	19.0	1,698
Austria-Hungary (including Bosnia and Herzegovina)	23,391	28,643	10.9	1,792
Great Britain and Ireland		23,385	19.3	1,943
France	5,597	31,737	15.3	1,241
Russia in Europe (including Finland 2,329 miles)	24,509	38,562	1.9	3,360
Italy	9,070	10,933	9.8	3,162
Belgium	2,699	5,465	48.1	1,356
Luxemburg	122	326	32.5	757
Netherlands	1,111	2,019	15.8	2,880
Switzerland	1,698	3,015	18.8	1,177
Spain		9,517	5.0	1,967
Portugal	712	1,849	5.2	2,932
Denmark	1,215	2,338	15.8	1,105
Norway	1,631	1,917	1.6	1,222
Sweden	2,858	8,984	5.2	609
Servia	633	633	3.4	4,480
Roumania	2,200	2,333	4.7	2,932
Greece		998	4.0	2,644
Bulgaria	1,197	1,197	3.2	3,584
Turkey in Europe		1,236	1.9	5,040
Malta, Jersey, Isle of Man		68	16.1	5,376
Total for Europe, 1913	115,181	214,668	5.6	2,042
Total for Europe, 1912	111,745	212,425	5.6	2,064
" " " 1911	109,719	210,574	5.6	2,083
" " " 1910	107,727	207,444	5.5	2,180
" " " 1909		204,864	5.5	1,923
" " " 1908		201,619	5.3	1,941
" " " 1907		109,345	5.3	1,887
" " " 1906		196,437	5.2	1,993
" " " 1905		192,507	5.1	2,084
" " " 1904		189,806	5.0	2,084
" " " 1903		186,685	5.0	2,084
" " " 1902		183,989	4.9	2,127
" " " 1901		180,817	4.8	2,174
" " " 1900		176,396	4.7	2,220
" " " 1899		172,953	4.6	2,220
" " " 1898		167,614	4.4	.....
" " " 1897		163,550	4.3	.....
" " " 1896		160,030	4.2	.....
Increase in 18 years		54,638	.....	.....

* This table is taken from Railway Statistics of the United States of America for the year ending June 30, 1916, by the Bureau of Railway News and Statistics, pp. 34, 35 and 36. The original source of these figures is the Archiv für Eisenbahnwesen, May-June, 1915.

TABLE 9, (continued). WORLD'S RAILWAYS AND RATIO OF MILEAGE TO POPULATION

Countries	Mileage in 1913		Miles of line per 100 sq. miles	Inhabitants per mile of line
	State railways	Total railways		
II. AMERICA				
Canada.....	1,768	29,233	0.8	265
United States of America (inclusive of Alaska 653 miles).....		254,769	7.1	381
Newfoundland.....		768	1.8	309
Mexico.....	12,324	15,805	2.1	922
Central America.....	358	2,001		
Greater Antilles.....	149	3,398		
Lesser Antilles.....		335		
Colombia.....	110	620	0.13	7,331
Venezuela.....	68	632	0.16	3,840
British Guiana.....		104	0.11	2,829
Dutch Guiana.....		37		
Ecuador.....		650	0.64	2,150
Peru.....	1,050	1,715	0.32	2,781
Bolivia.....		1,499	0.32	1,507
Brazil.....	6,712	15,491	0.48	1,613
Paraguay.....		231	0.16	2,734
Uruguay.....		1,636	2.4	637
Chili.....	1,977	3,949	1.3	840
Argentine Republic.....	3,482	20,593	1.9	238
Total for America.....	27,998	353,466		
III. ASIA				
Central Russia in Asia, including Siberia and Manchuria.....	6,788	9,864		
China.....		6,109	0.14	53,760
Japan (including Corea).....	4,859	6,811	2.7	9,487
British India.....	29,252	34,572	1.8	8,960
Ceylon.....		602	2.4	6,720
Persia.....		33	0.005	268,800
Asia Minor, Syria, Arabia, including Cyprus.....	910	3,390	0.48	5,760
Portuguese Indies.....		51	3.5	11,520
Malay Archipelago.....		856	2.6	840
Dutch Indies.....	1,533	1,769	0.8	16,128
Siam.....	596	701	0.32	13,440
Cochin China.....		2,292		
Total for Asia.....	43,938	67,050		
IV. AFRICA				
Egypt.....	2,903	3,687	1.0	3,043
Algiers and Tunis.....	1,799	3,957	1.1	1,698
Belgian Congo.....		862		
South African Union, including Cape Colony, Natal, Central South Africa and Rhodesian Railways.....	7,829	10,929		

TABLE 9, (*continued*). WORLD'S RAILWAYS AND RATIO OF MILEAGE TO POPULATION

Countries	Mileage in 1913		Miles of line per 100 sq. miles	Inhabitants per mile of line
	State railways	Total railways		
COLONIES				
German	2,589	2,589	.....	.....
English	1,311	2,350	.....	.....
French .....	.....	1,995	.....	.....
Italian .....	.....	96	.....	.....
Portuguese .....	.....	1,007	.....	.....
Total for Africa	16,431	27,472	.....	.....
V. AUSTRALIA				
New Zealand	2,854	2,883	2.7	354
Victoria	3,639	3,664	4.2	347
New South Wales	3,922	4,088	1.3	391
South Australia	2,076	2,308	0.16	181
Queensland	4,514	4,807	0.64	188
Tasmania	506	699	2.7	266
West Australia	2,848	3,422	0.32	138
Hawaii, etc. ....	.....	88	1.3	1,241
Total for Australia	20,359	21,959	0.64	273
RECAPITULATION				
I. Europe	115,181	214,668	5.6	2,042
II. America	27,998	353,466	.....	.....
III. Asia	43,938	67,050	.....	.....
IV. Africa	15,431	27,472	.....	.....
V. Australia	20,359	21,959	0.64	273
Total	223,907	684,615	.....	.....